

MEMO

Submitted by: Laura Thompson

Subject: San Francisco Bay Trail 20th Anniversary

Date: May 21, 2009

Executive Summary

This year marks the 20th anniversary of the San Francisco Bay Trail Plan. Adopted in 1989 by the ABAG Executive Board, the Plan serves as the blueprint for this regional effort to connect nine counties and 47 cities with a continuous shoreline trail. Over 290 miles are now in place linking communities to each other and to the bay. Much has been accomplished in the last two decades: construction of 200 miles of trail, increased momentum for completion, broad public support and enjoyment by hikers, runners, bicyclists, equestrians, and people of all ages, abilities, and incomes.

As we enter into the next phase of the project, imagine, for a moment, what it will be like to live in the Bay Area when the Bay Trail is complete. Bicycling to work in the South Bay will be significantly easier because the Moffett Field gap will be closed. No problem getting around the San Francisco Airport. Commuting across the Richmond-San Rafael Bridge will bring East Bay and Marin County communities together. A walk along the bluffs overlooking the Carquinez Strait will be a straight shot from Port Costa to Martinez. The remote trails along the edge of restored San Pablo Bay wetlands will provide ample bird watching opportunities. And visitors from around the world will travel to the Bay Area to claim the distinction of completing all 500 miles.

If the past is a good judge of the future, Bay Area and State leaders will find the funds and the political will to complete the entire trail. The Bay Trail enjoys strong public support and over the years momentum has grown to expedite its completion. Estimates call for approximately \$150 million to complete the remaining 200 miles of Bay Trail. But it is not just dollars that will make it happen. Innovative, creative and collaborative efforts to address the remaining challenges are necessary. Private landowners and communities will need to work together to find safe routes across properties that balance private interests with the public good. State and local roads will need to be altered to accommodate bicycle and pedestrian routes where a shoreline alignment is not feasible. Dedicated transportation dollars will need to be set aside to create commute routes linking housing, transit and employment centers. And new wetland restoration projects will need to incorporate trails that provide continuous public access along the edge of habitat areas.

The time has come to initiate a collective regional effort to set aside the funds necessary to complete the Bay Trail. After twenty years of planning and constructing the Bay Trail, elected officials, planners and advocates know that closing the remaining gaps will not be easy. But this milestone serves as a call to action to commit to completing the vision.

Recommended Action

No action. Information only.

Next Steps

Attachments

- 1) Regional Bay Trail map with cost estimates for completion
- 2) Completion status summary sheet with statistics organized by county.

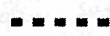


San Francisco Bay Trail

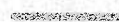
Regional Map



Existing Bay Trail



Proposed Bay Trail



Existing Connector



Proposed Connector

San Francisco Bay Trail Project Completion Status

**How much of the alignment is now complete? How much remains to build?
How much will it cost to complete the Bay Trail?**

In general, we estimate just over half, or about 293 miles out of the ultimate 500-mile alignment are now finished and it will cost approximately \$151 million to complete the remaining miles. Summary figures for completion status and costs are impacted by the following:

- The Bay Trail alignment includes **3 distinct designations**: spine, spur and connector.* The attached maps and completion statistics refer to the 500-mile spine/spur system.
- In a number of locations, **alternate parallel alignments** exist. Parallel alignments were created in the Bay Trail Plan due to uncertainty about future development potential and constraints. These routes total approximately 40 miles. In most cases, only one of the alternate routes will ultimately develop. For these reasons, we estimate approximately 500 total miles of spine/spur trail.
- Construction cost estimates are based on the **Bay Trail Gap Analysis**, completed in 2005 and updated in 2007. These figures do not include costs of completing connector trails, bicycle/pedestrian access on Bay Area toll bridges or trail that will be constructed by private landowners as a condition of development.

Regional Summary

	Miles	Complete	Incomplete	Percent Complete
Spine	449	241	208	54%
Spur	93	52	41	56%
Total Miles	542	293	249	54%

County Summary

County	Miles	Complete	Incomplete	Cost to Complete
San Francisco	28	13	15	\$4,962,858
San Mateo	69	46	23	\$11,948,494
Santa Clara	46	33	13	\$11,375,637
Alameda	149	100	49	\$35,107,584
Contra Costa	68	34	34	\$30,348,853
Napa	40	9	31	\$11,356,232
Solano	25	13	12	\$4,008,313
Sonoma	31	9	22	\$8,925,518
Marin	86	36	50	\$32,823,216
Total	542	293	249	\$150,856,705

*The **spine** is the primary network forming a continuous corridor around the Bay; **spur** trails provide access from the Bay Trail spine to points of interest along the Bay shoreline; and **connector** trails link the Bay to other recreational opportunities, residential areas and employment centers inland from the Bay.